



PLANNING COMMISSION

WEDNESDAY, JUNE 9, 2021

III. WORK SESSIONS

- A. Town Center Streetscape Plan (Bradford) (45 Minutes)



PLANNING COMMISSION MEETING STAFF REPORT

Meeting Date: June 9, 2021		Subject: Town Center Streetscape Plan	
		Staff Member: Philip Bradford, Associate Planner	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments: N/A	
Staff Recommendation: Review and provide feedback on location specific design details and investment levels in the initial draft of the Town Center Streetscape Plan.			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities Town Center	<input checked="" type="checkbox"/> Adopted Master Plan(s) Town Center Plan	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION:

The project team will share an initial draft of the Town Center Streetscape Plan and seek input on location-specific illustrations and investment levels.

EXECUTIVE SUMMARY:

In 2019, the Wilsonville City Council adopted the Wilsonville Town Center Plan, establishing a vision for a vibrant, walkable community hub that inspires people to come together and socialize, shop, live, and work. The Plan envisions a mixed-use development pattern that will result in a walkable and vibrant Town Center, home to active parks, civic spaces, and amenities that provide year-round, compelling experiences.

One of the implementation strategies within the Town Center Plan calls for the development of a streetscape design plan. The intent of the Town Center Streetscape Plan project is to create a document containing the specificity necessary to guide the future construction of the multi-modal street network identified in the Town Center Plan, achieving the well-designed public realm envisioned by the Plan. The Town Center Streetscape Plan includes sidewalk and street cross-sections that clearly define widths, amenity zones, and landscaping zones along with selecting specific street furniture, lighting, and materials to create a distinct visual appearance for Town Center.

In March 2021, the Planning Commission provided input on a recommended streetscape concept, which, based on public input, blended elements of the River Environment and Technological Innovation design concepts presented during the project's public outreach. The project team further refined this concept for presentation to City Council in April. With general support of the recommended concept, the project began development of the draft Town Center Streetscape Plan.

The initial draft (Attachment 1) illustrates the overall framework and context of the Town Center Streetscape Plan, with several elements still under development as noted in the document. As part of the project scope, the consultant will develop up to eight location specific designs with details on design elements such as lighting, street furnishing, and sidewalk treatments planned in those locations. The plan will also include recommendations for three different levels of investment at these locations. The three levels, standard, enhanced, and signature, reflect the range of investment desired at various points throughout Town Center and provide an opportunity to highlight key areas within the streetscape by utilizing unique treatments and fixtures. Page 25 of the plan identifies locations and levels of investment for implementation. Design details for two of these locations, the Standard Local Street and the Park Place Extension (Wilsonville Road to Town Center Park), are included within this draft as a representation of how the plan's streetscape elements will be depicted and differentiated based on investment level.

To finalize development of the draft Streetscape Plan, the project team seeks feedback from the Planning Commission on the following questions:

- Do you agree with the locations identified in this draft of the Streetscape Plan to receive detailed design direction and investment levels in Town Center?
- Of these locations, which areas warrant either a Standard Design, Enhanced Design or Signature Design?
- Are there any other key elements or considerations that should be included in a refined draft Streetscape Plan?

EXPECTED RESULTS:

The project team will incorporate Planning Commission feedback into a refined draft Streetscape Plan document to be presented at a future work session. Following this discussion, staff and the consultant team will also review the individual street design elements to ensure that the recommended materials and designs are feasible from a maintenance and construction standpoint. This review will also ensure that selected elements and designs comply with all applicable state and federal guidelines that impact streetscape design. Exact details and designs may be refined as a result.

TIMELINE:

Project work will continue to refine the draft Streetscape Plan document with adoption hearings anticipated in fall 2021.

CURRENT YEAR BUDGET IMPACTS:

The adopted budget for FY2020-21 includes \$185,000 for Town Center Implementation Activities in CIP project #3004. The Streetscape Plan is estimated to cost \$50,000, with a majority of these funds anticipated to be spent in the FY2020-21 budget year.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: Date:

LEGAL REVIEW / COMMENT:

Reviewed by: Date:

COMMUNITY INVOLVEMENT PROCESS:

The project team conducted community outreach holding Public Forums via Zoom, along with an ideas board and survey on *Let’s Talk, Wilsonville!* Stakeholder interviews have been held with relevant business owners, City Staff, and outside consultants to provide in depth feedback on the project.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

As a result of undertaking the Town Center Plan’s implementation activities, including the Streetscape Plan, the City will begin to realize the community’s vision for a more commercially vibrant, walkable, mixed-use Town Center.

ALTERNATIVES:

Planning Commission can recommend alternative levels of investment or additional design detail within the plan for other locations not outlined by the project team.

CITY MANAGER COMMENT:

ATTACHMENTS:

- 1. Draft Streetscape Plan – June 2, 2021

How to read this draft

- Red text will remain but needs deep review and/or completion of TBD content.
- Yellow highlights are internal notes to consider - deleted once resolved with actual content.
- White text on red background indicated placeholders.



WILSONVILLE TOWN CENTER STREETSCAPE PLAN

DRAFT
6/2/2021



acknowledgments

A special “thank you” to community members and all who participated in this planning process. We appreciate your time and ideas.

CITY COUNCIL

Mayor Julie Fitzgerald
Kristin Akervall, Councilor President
Charlotte Lehan, Councilor
Ben West, Councilor
Joann Linville, Councilor
Tim Knapp, Former Mayor

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CITY OF WILSONVILLE PROJECT TEAM

Miranda Bateschell
Kim Rybold
Philip Bradford
Zach Weigel
Georgia McAllister
Eric Loomis
Preston Langeliers

CONSULTANT TEAM

SERA Architecture and Design

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PAGE NUMBERS TBD

01 *project background, vision, and context*

“Town Center is a vibrant, walkable destination that inspires people to come together and socialize, shop, live, and work”.

- Wilsonville Town Center Plan (2019)

PLAN PURPOSE

The Town Center Streetscape Design Plan functions as a further guide to implementing the street designs conceived in the 2019 Town Center Plan. That recent past effort describes a vision for a vibrant, walkable community hub that will offer an increasing array of opportunities to live, work, play, shop, and gather. One of the Town Center Plan’s goals is for Harmonious Design, seeking to link buildings, parks, and streets through coherent and attractive design, especially of streets.

The Streetscape Design Plan provides more detail about sizes, locations, and materials for vehicle lanes, parking, sidewalks, landscape and tree planting, seating, crosswalks, and other features of the public realm.

This Plan integrates guidance from other recent or currently-underway plans including the Citywide Signage and Wayfinding Plan, the Urban Forestry Management Plan, and the I-5 pedestrian and bikeway bridge concept design.

Finally, the Streetscape Design Plan described implementation actions and partnerships between the City and private landowners developing property. This section helps clarify roles as well as various responsibilities by each agency or organization.



“Town Center is the heart of Wilsonville. It is home to active parks, civic spaces, and amenities that provide year-round, compelling experiences. Wilsonville residents and visitors come to the Town Center for shopping, dining, culture, and entertainment.

- Wilsonville Town Center Plan (2019)

THE STARTING POINT: WILSONVILLE TOWN CENTER PLAN

The Streetscape Design Plan is one piece of many ongoing efforts to implement and refine the community’s vision documented in the Town Center Plan. The Town Center Plan, adopted in 2019, comprehensively plans for changing land uses, public investment, open space, streets, and infrastructure.

Town Center, which has been in development and undergoing constant change since the early 1970s, is a largely vehicle-oriented, low-density commercial district (with some residential), covered as much by parking lots as any other use. The Town Center Plan (2019) envisions a walkable, vibrant district bolstered by welcoming public realm designs and a healthy mix of uses supporting people’s’ needs.

This Plan aims to ensure buildings and streets are pedestrian-oriented with a cohesive and attractive design founded on the community’s principles and vision for the Town Center.



Concept illustrations from the Town Center Plan describe how the streetscape and public environment support development and placemaking.

THE STARTING POINT: WILSONVILLE TOWN CENTER PLAN

The six Town Center Plan goals below all support the vision for an active, diverse destination serving people throughout the day.

GOAL 1



Environmental Stewardship. Integrate nature into the design and function of infrastructure and development in Town Center to protect Wilsonville’s natural resources.

GOAL 2



Harmonious Design. Ensure buildings and streets are pedestrian-oriented and there are a variety of quality building types and land uses.

GOAL 3



Mixed-Uses. Encourage development that provides interconnected land uses that incorporate play and recreation, with a range of retail, services, dining and entertainment options, and increased opportunities for residential and employment uses.

GOAL 4



Safe Access and Connectivity. Provide transportation infrastructure designed to create a safe, accessible environment for all modes of travel in Town Center,

foster multimodal access between buildings and land uses in Town Center, connect to surrounding neighborhoods, and provide local and regional accessibility.

GOAL 5



Community Gathering Places. Provide vibrant, diverse and inclusive spaces that bring people together with activities and events for year-round fun, culture and socializing.

GOAL 6



Economic Prosperity. Create opportunities to support and grow existing businesses and attract new businesses that provide a diverse range of local and regional retail, entertainment, and commercial activities.

PLAN PROCESS

The Streetscape Design Plan began in September 2020 and concluded in **Month** 2021 upon adoption. Following the team’s efforts to explore Town Center streets on-site and conduct plan review, preliminary concepts based on the themes of River Environment, Agricultural Legacy, and Technological Innovation (further described on the following page and in the Appendix) were presented at a community forum and Planning Commission in November 2020.

That input guided refinement of the concepts into a more recognizable streetscape pattern and initial selection of products and materials. This design was presented at another forum in February 2021, online survey, and Planning Commission in March 2021. City Council reviewed the refined design in April 2021 and confirmed it to move into design detailing.

The team then elaborated on the recommended design details, configurations, and furnishings in designs for each street location (see Chapter **##**) from **April-July 2021**. Planning Commission and City Council reviewed the draft Plan in June 2021, approving the team to complete location-specific designs; finalize the product, materials, and landscaping palette; and prepare the final Plan. Planning Commission reviewed and City Council **adopted the Plan in Months 2021**.

Fall 2020

Existing Conditions	Background Plan Review
Preliminary Concept Designs	
Public Forum #1	Planning Commission Review #1 and City Council Briefing

Winter 2021

Refined Preliminary Concepts	
Public Forum #2 and Online Survey	Planning Commission Review #2 and City Council Review
Recommended Design Selection, Location-Specific Design, and Draft Plan Preparation	
Planning Commission Review #3 and City Council Review	

Summer 2021

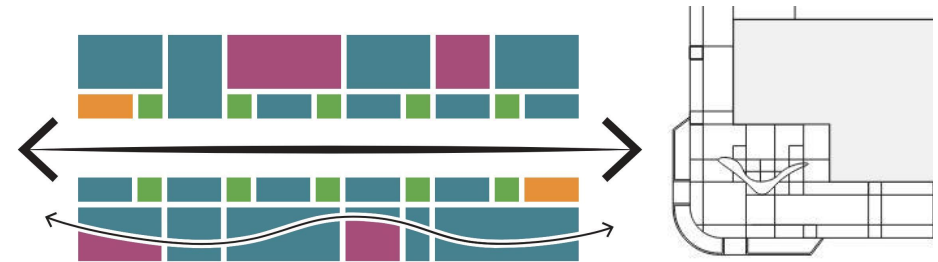
Additional Location-Specific Design, Design Elements Refinement, and Final Plan Preparation
Planning Commission Review #4 and City Council Adoption Hearings

STREETSCAPE DESIGN SELECTION PROCESS

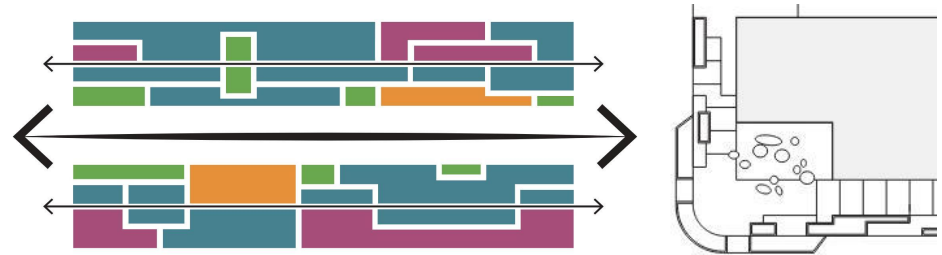
The Streetscape Design Plan describes further steps and design details for the range of street locations and types anticipated through the Town Center Plan, which identifies approximate alignments and overall street configurations. To consider alternatives for the overall design theme, palette, and aesthetic of the streets, the Streetscape Design Plan team prepared three preliminary concepts (diagrams of which at right) to explore the arrangement of streetscape elements.

Each concept intended to reflect a central piece of Wilsonville’s economic and natural history. Results from the first community forum and Planning Commission review were favorable towards the orderly and linear style of the sidewalk surfaces in the Technological Innovation concept blended with the sinuous shapes of the combined planter beds and seating areas in the River Environment concept.

The recommended concept uses a bold, geometric sidewalk pattern to define different spaces and provide rhythm to the design, and punctuates it with curving, soft-edged seating and planters at corners and key mid-block locations to provide visual contrast and create spaces for plant ecology and people gathering along the street.



Concept 1. Agricultural Legacy: rectilinear arrangement of walking, landscape, and gathering areas; rustic stone, wood, and metal elements



Concept 2. Technological Innovation: linear pattern forms help organize spaces for walking, plantings, and gathering; clean, smooth, simple materials



Concept 3. River Environment: curvilinear arrangement of spaces, used of “river eddies” to define gathering and landscape area; stone and texture patterns with landscape pockets

INFLUENTIAL PLANS

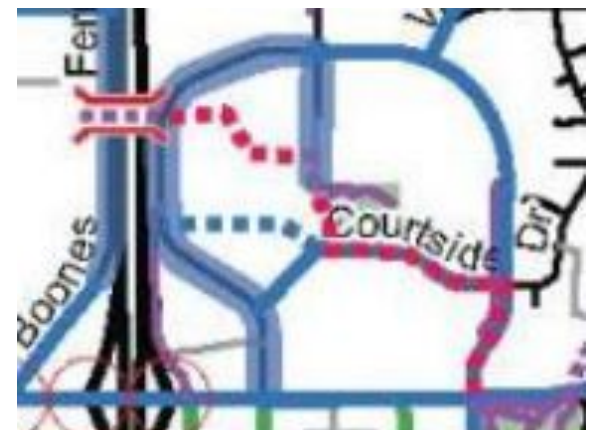
Several recent or underway plans are relevant to the Streetscape Design Plan effort. These include the Citywide Signage and Wayfinding Plan (2019), which establishes consistent signage designs to guide residents and visitors to destinations and activities throughout the City.

Additionally, a citywide Urban Forest Management Plan is underway with anticipated adoption in **late 2021**.. This planning effort contains a specific focus area on Town Center where existing tree’s health, condition, and location will be evaluated for possible future incorporation into the redevelopment of the Town Center area consistent with the vision established in the Town Center Plan. The Urban Forestry Management Plan also provides tree species recommendations, described in this Plan’s Street Design chapter.

The City is working on a new pedestrian and bikeway bridge crossing Interstate 5 from the northwest corner of the Town Center. This bridge is a framework project in the Town Center Plan, and relates to the Streetscape Design Plan, particularly at the Gateway Plaza where the bridge connects to land in the Town Center and ties into the street and Emerald Chain network.

In 2020 the City adopted a Town Center update to the Transportation System Plan, which incorporated recommendations from the Town Center Plan to define the multimodal network, formalize a capital improvements project list, and update alignments and configurations for the variety of streets identified for improvement in the Town Center Plan.

Further information on the above plans can be found in the appendix.



Top to Bottom: Signage and Wayfinding Plan; I-5 Pedestrian/Bike Bridge Concept; 2020 TSP Update Bicycle Network

02 opportunities & constraints

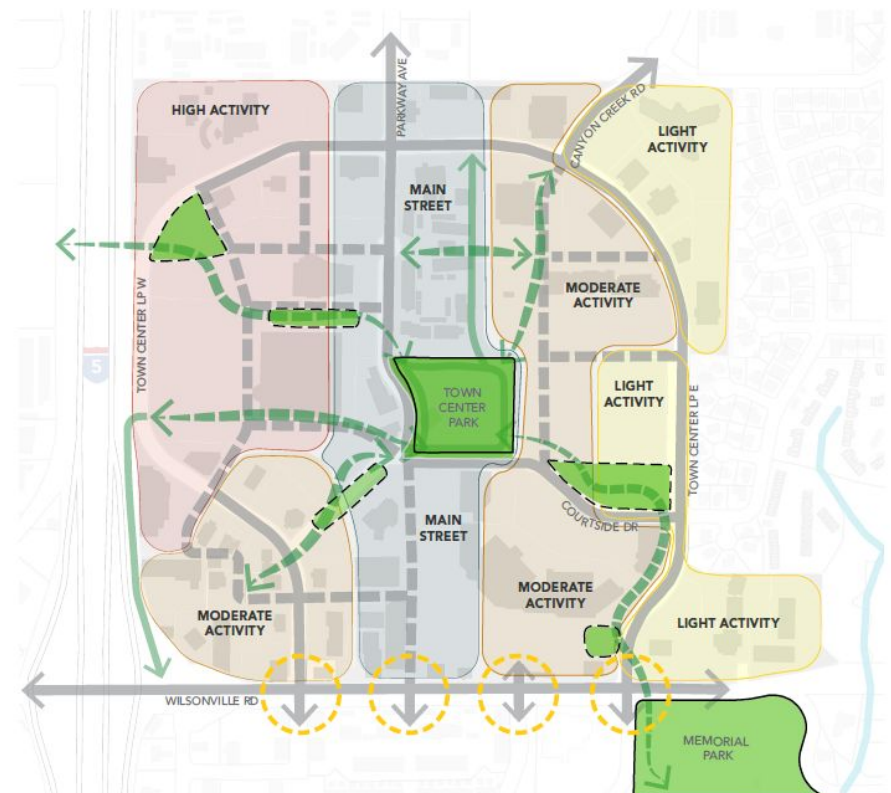
A street network that supports people living, working, and playing on a daily basis. Design features that feel at home in the Town Center yet derive influence from the entire city and the Willamette Valley region.

OPPORTUNITIES TO IMPLEMENTS THE TOWN CENTER'S URBAN FRAMEWORK

The Town Center Plan establishes the overall relationship of streets to land uses, open spaces, and other connectivity routes (see diagram at right). Streets through the Main Street district comprise several Framework projects, which are vital routes to be constructed in initial phases and with public leadership and funding support ensuring their early implementation as catalyst projects.

The Town Center Plan was initiated several years ago in recognition that the Town Center lacks continuity and doesn't feel like a deliberately created place. This Street Design Plan builds upon recommendations for urban and street design for both specific locations and to unify the aesthetic of streets and public spaces generally throughout the Town Center.

A diagram of key routes and improvement opportunity locations, and a photo catalog of current disjointed conditions are on the following pages to further describe the features and places the Street Design Plan offers improvement recommendations for.



This diagram, which is Figure 2 Design Concept, in the Town Center Plan, depicts the relationship of character areas, such as Main Street, to streets and key routes such as the Emerald Chain.



LOCATION IN.2
 Opportunity for Parkway Ave street improvements and cul-de-sac cleanup



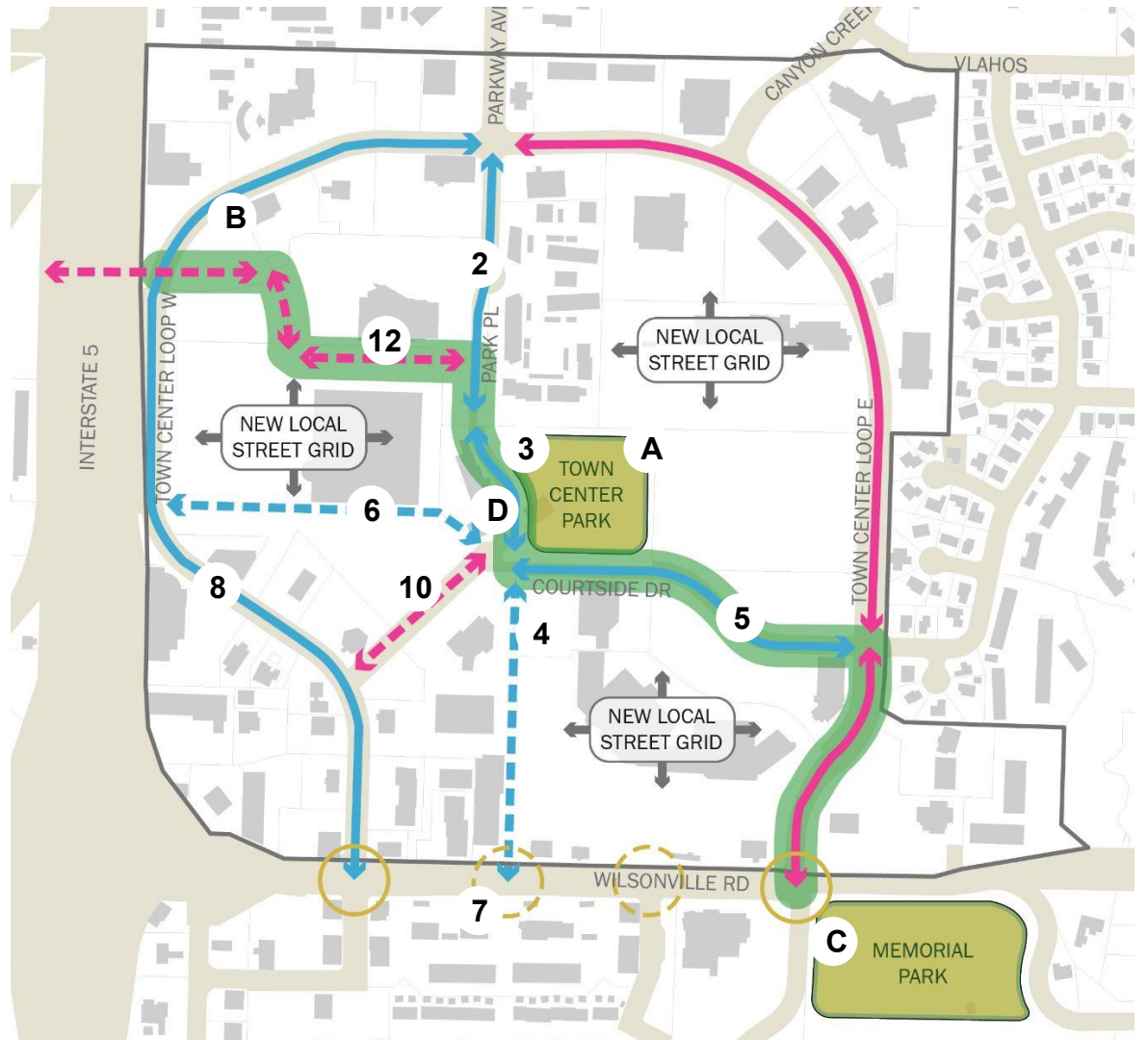
LOCATION IN.3
 Opportunity for Park Place "Main Street" shared-street style improvements



LOCATION IN.4
 Potential new "Framework" street to extend Park Ave to Wilsonville Road

- ### ATTACHMENT 1
- NEW STREET
 - EXISTING STREET IMPROVEMENT
 - NEW PEDESTRIAN/BICYCLE ROUTE
 - PEDESTRIAN/BICYCLE IMPROVEMENTS
 - NEW INTERSECTION
 - INTERSECTION IMPROVEMENTS
 - POTENTIAL OPEN SPACE / PARK

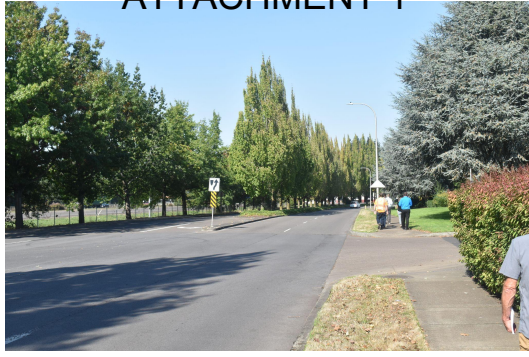
OPPORTUNITIES & CONSTRAINTS



ATTACHMENT 1



*LOCATION IN.5
Opportunity for Courthouse Drive
multimodal and transit improvements*



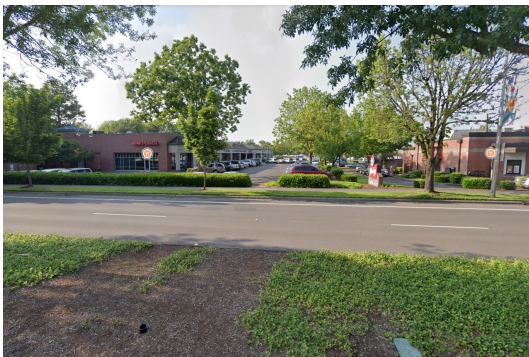
*LOCATION IN.8
Opportunity to calm traffic and add
sidewalks and bikeways on TC Loop W.*



*LOCATION IN.6
Potential Courthouse Drive extension from
Park Ave to Town Center Loop West*



*LOCATION IN.10
Opportunity to improve Park Place as a
no-vehicle walking and biking park route*



*LOCATION IN.7
Potential new intersection of new Park
Ave extension and Wilsonville Road*



*LOCATION IN.12
Potential new "Promenade" street
behind Commission Meeting to LE Bridge*

The images on the preceding page and this page show key streets identified in the Town Center Plan for significant improvement. While Town Center's streets today are generally functional for moving vehicles and accessing parking, they have obviously been built over many phases and lack coherence in the ways they provide (or often don't) sidewalks, on-street parking, landscaping, lighting, seating areas, and other amenities.

Streets lack much hierarchy, other than what is needed to move different volumes of vehicles around, and don't complement the developed areas of the Town Center well.

ATTACHMENT 1

OPPORTUNITIES & CONSTRAINTS

Streets in the Town Center can much better serve people's needs in the future through improvements in a few key areas: support for multi-modal, active transportation; a harmonious and unified design; and flexibility to provide changing amenities and support different uses as the Town Center develops over time.

The Streetscape Design Plan recommends features, materials, and placemaking details that describe how streets of different types and uses will complement one another. The images on this page describe some of the materials, locations, and uses in Wilsonville found inspiring for the Town Center streets.

This assessment helps identify which streets (both existing and future) will be most important for shaping the Town Center as a singular place, and which are most in need of investment. Chapter ## describes the varying investment levels recommended for different specific street locations.



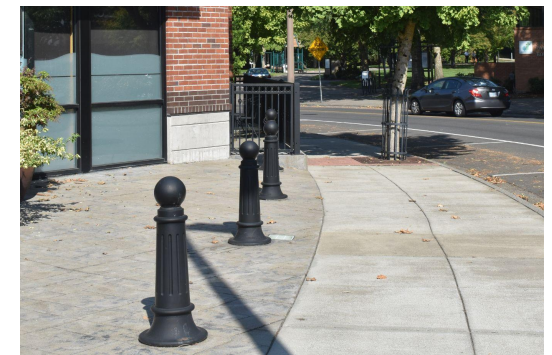
INSPIRATION A
Use of stone, brick, metal, and other natural features - Korean War Memorial



INSPIRATION B
Stormwater facilities on sites and streets with stone and abundant plantings



INSPIRATION C
Murase Plaza: stone structures, CorTen steel, paver blocks, seating areas



INSPIRATION D
A newer business development in the Town Center, with more abundant street trees, wider sidewalks, and a connected entryway plaza

03 *design elements*

A small number of humble but elegant pieces can create an inspired place

FURNISHINGS, MATERIALS, AND FLORA COMPOSE A STREETScape

The following chapter describes the products, materials, plantings, and other component pieces that add up to a complete streetscape. Each category was considered for the impact it would have on the aesthetics and functionality of the street, as well as practical concerns such as cost and maintenance. Whether constructed by the City as a Framework project or private developers along with their site, these standards and guidelines will shape a cohesive design palette that unifies the Town Center, aids wayfinding and sense of place, and supports travel options.

In certain instances - such as light poles, benches, and primary street trees - specific products and plantings are recommended. In other cases - such as the Signature concrete stamp/color pattern - a general aesthetic is described and will be further detailed in later steps by the City and potentially with development partners. The design elements also reflect the three investment tiers of Standard, Enhanced, and Signature (described on the following page), while maintaining the flexibility and cross-compatibility to function throughout the Town Center's various streets and promenades. Product details are described when possible, along with links to specifications websites. As the design needs of the Town Center evolve, these selections can be changed and updated with comparable products that match the overall aesthetic.

- Insert filler photo?
- Example streetscape
 - Wilsonville image
 - Other

Caption

DEGREES OF INVESTMENT AND CHANGE

Different streets around the Town Center will be constructed with varying degrees of investment and design detail. These determinations were made based on the Town Center Plan framework for streets, relationship of streets to adjacent development patterns, and identification of streets as high activity and visibility locations or lower activity locations.

(See TC Plan for possible other methodology on identifying street hierarchy and investment)

This might function better as a table, series of icons, simple diagram, and/or sample imagery

STANDARD DESIGN

- Mostly compliant with existing Public Works standards and details
- Standard sidewalk and crosswalk design
- Street trees along entire block lengths
- Street lighting at intersections and certain full-block segments
- Curb extensions in certain locations to serve pedestrian safety and provide on-site stormwater facilities - must also correspond with bike lane and cycletrack designs
- Little, if any, Signature seating and landscape bed use

ENHANCED DESIGN

- Introduces Signature elements in selected locations to provide specific placemaking, mobility, and safety improvements
- Mostly Standards sidewalk and crosswalk design, with Signature treatment in higher-priority locations
- Street trees along entire block lengths
- Street lighting assumed along most complete block lengths
- Curb extensions more widely used where feasible for pedestrian safety and stormwater services - must also correspond with bike lane and cycletrack designs
- May include Signature seating and landscape beds, especially in curb extensions

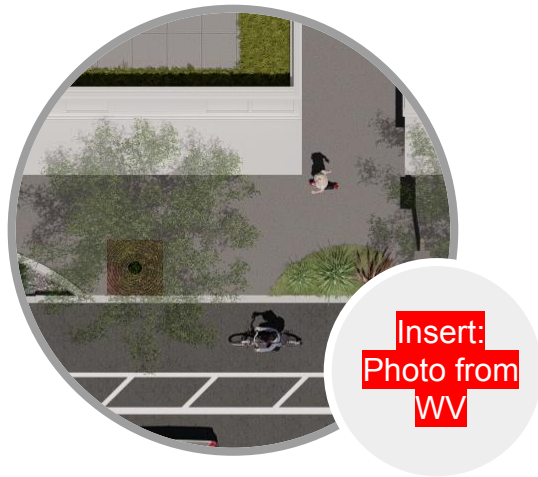
SIGNATURE DESIGN

- Signature elements used extensively throughout the streetscape and around corners and intersections to produce a coherent and complete design
- Signature sidewalk patterns at corners and Signature crosswalk designs
- Street trees along entire block lengths
- Street lighting assumed along most complete block lengths
- Curb extensions used wherever possible to provide pedestrian amenity space, landscape and stormwater collection areas, and traffic calming functions - must also correspond with bike lane and cycletrack designs
- Signature seating and landscape beds used prevalently at intersections and appropriate midblock locations

SIDEWALK DESIGN

Sidewalks are the heart of any active street. They are where travel to destinations occurs, but also where may unexpectedly gather to talk, grab a coffee, or window shop. Sidewalks will be wide, well-protected, shaded by a robust tree canopy, and accommodating of changing uses throughout the year. On Signature streets, a concrete stamping pattern marks the space, reflects the busiest places in the Town Center, and aids in navigation.

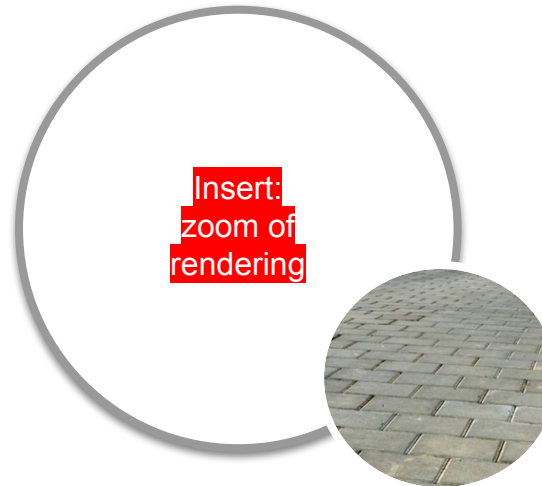
STANDARD



Sidewalks will be located throughout the Town Center per Transportation System Plan designations. Sidewalk through area will be at least 5 feet in all locations and is often significantly wider (see location details). Sidewalks will have a light broom finish and will conform with other Public Works Standards in [201.2.25, Detail No. RD-1075](#) Concrete Sidewalk, and [RD-1076](#) Sidewalk Next to Swale.

This treatment will be used commonly on Standard streets and mid-block locations for Enhanced and Signature locations.

ENHANCED



A furnishing stripe of Permeable Concrete Interlocking Pavers can be used, especially in Enhanced and Signature streets, to highlight the area for plantings, benches, bike racks, and vehicle egress from on-street parking. The stripe helps visually separate the sidewalk through zone from parking and street.

A new detail will be required to describe product and installation method. The Mutual Materials [Holland Paver](#) Single in running bond pattern using the Summit Blend color mix is recommended.

SIGNATURE



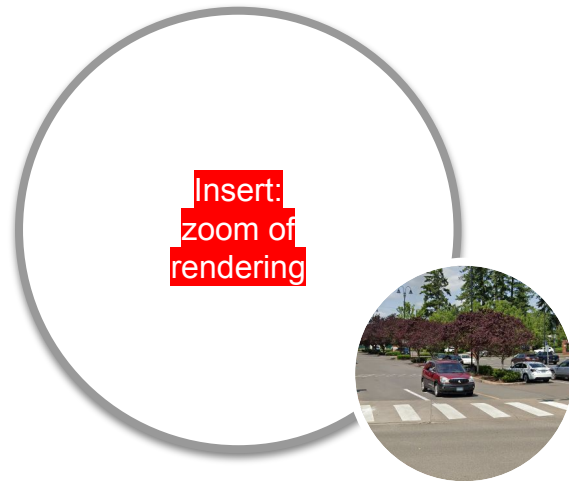
A custom concrete stamping pattern, potentially with several varying color treatments, is to be used in corner intersection areas along Signature Streets and wrapping the corner onto intersecting streets. The Signature pattern can be used for the full sidewalk length, **or simplified for cost savings.**

This effect is more labor-intensive than a Standard concrete surface. The City will need to finalize a pattern and prepare a construction detail.

CROSSWALK DESIGN

Crosswalks are a complement to sidewalks in allowing safe passage and easy connections across streets, and thus throughout the entire Town Center and beyond. Sidewalks are subject to numerous roadway marking requirements established at the City and Federal level. Conventional Continental patterns are suitable for most Standard and Enhanced locations, while a custom high-visibility concrete banded stamp pattern will greatly improve pedestrian visibility at crossings and overall wayfinding in high investment streetscape areas.

STANDARD



Standard crosswalks shall use a Staggered Continental pattern (also known as “zebra stripe”) in accordance with Pavement Marking [Detail No. RD-1280](#).

Examples of this crosswalk treatment abound in Wilsonville, including in the Town Center, along Wilsonville Road, in Old Town, and in Villebois.

SIGNATURE



The Signature crosswalk uses a custom concrete stamping and color treatment to highlight high-volume pedestrian crossings in key Town Center locations.

This will require a new detail drawing. [Detail No. RD-1110](#) for Curb Extensions will need amendment or addition to reflect new curb ramp orientation, surface materials, tactile pad specifications, planters, wing depth, and travel lane width.

[Detail No. RD-1145](#) describes mid-block crossing construction with associated crossing marking, planter locations, curb ramp placement, and signage. This detail may need an amendment or addition to include mid-block crossing with curb-extension treatments.

BENCH AND SEATING

Streets are not simply spaces for moving along, they are also places to linger, gather, and do business. Seating in a variety of forms provides places to rest and socialize with others. Benches and seating can also be attractive pieces of the streetscape, using natural and quality materials, and taking on dynamic, artful forms. Several seating options are described below for use varyingly across the Standard, Enhanced, and Signature configurations.

STANDARD



The Landscape Forms [Generation 50](#) bench is suitable for Standard installation throughout the Town Center’s streets, plazas, and open spaces. It is an attractive, wood-based, off-the-shelf product offering simple installation and low maintenance requirements.

The traditional-backed model with angle end arms is recommended (shown in image).

ENHANCED



The [StreetLife Rough&Ready Free Form Tree Isles](#) product uses a kit of wood and metal materials to configure a range of seating options in various forms and sizes. The Enhanced approach for Town Center can use this product as a built-in bench setting typically three people in common locations along blocks.

This product is suitable in furnishing zones of the street and plaza spaces on adjoining properties. The City will need to prepare an installation detail. The FSC hardwood model with CorTen base is recommended.

SIGNATURE



The [StreetLife Rough&Ready Free Form Tree Isles](#) product is also readily installed in custom forms and sizes tailored to provide seating as part of planter installations in curb extensions along Signature streets.

The seating uses a metal structure and cladding that integrates into a raised planter. The seat surface is a durable, weather-resistant milled wood attached to the frame using concealed fasteners. The FSC hardwood model with CorTen base is recommended and will need to be coordinated with the raised planter design.

STREET TREES

Planting information is under review and will be further aligned with Urban Forestry Management Plan recommendations

Street trees in the Town Center help fulfill goals for _____, _____, and _____. Street trees provide shade and enclosure to sidewalks and gathering spaces, habitat for birds and other animals, and will help unify the appearance of the Town Center as trees mature and become prominent street features that change throughout the year. [Detail No RD-1240](#) described tree planting requirements, but may be amended per the Forestry Plan.

PRIMARY STREET TREE



The Street Design Plan recommends sidewalk trees placed in tree wells of minimum 4ft width and minimum 6ft length. Tree spacing along the street can vary, but will typically run 30-40ft between trees on-center. Tree spacing and installation also depends on if the tree is new or a preservation of an existing tree. [Detail No. RD-1235](#) specifies tree wells and grates.

Where possible and consistent with the overall Town Center tree plan, existing trees should be preserved and integrated in the new design.

Bur oak, Kentucky coffeetree, and Oregon white oak may be appealing primary street tree species.

ACCENT TREE



Accent trees will be used primarily in Enhanced and Signature street locations to bring variety and uniqueness to plantings in curb extensions, high activity corners, and mid-block crossing locations. A species with a different form and foliage color is often desirable.

Recommended species include _____, _____, and _____

STORMWATER TREES/PLANTS



Stormwater facilities will be part of the streetscape where needed and spacing allows for inclusion of the facility. In Signature locations stormwater facilities will be integrated with seating areas.

The Urban Forestry Management Plan will outline species and planting standards stormwater facilities. Species will be selected for their attractiveness, durability, ease of maintenance, and hardiness to seasonal rain and dry spells.

See also [Chapter 301 Stormwater](#).

STREET LIGHTING

Street lighting plays a key role in helping define a district and creating a welcoming environment for travel, gathering, holding festivals, and doing business. Lighting also supports a safer place by increasing visibility of street users. Lighting in the Town Center uses two options, a Standard option approved by PGE, and an Enhanced / Signature option of a specifically-selected off-the-shelf product for the Town Centers most active locations.

STANDARD



The Standard lighting product, the Leotek [Green Cobra Series](#) in Gray finish with the Leotek [RPB Round Pole Bracket](#) and [Shakespeare H-series](#) smooth finish, 18 foot mounting height, direct-bury, gray finish pole is suitable for Standard street design locations.

Lighting for Standard streets is most important at intersection, mid-block crossings, and high-volume driveway locations, and shall be installed per regulations in City of Wilsonville Public Works Standards [201.9.01](#).

This product requires an Option A approval from [Portland General Electric](#) for lighting owned by the electric utility. In most Standard street applications the fixture will be a single-mount light projecting over the roadway.

ENHANCED / SIGNATURE



A unique, off-the-shelf lighting product, such as the Landscape Forms [Rama](#) product, in Dusk color (**color not shown in picture**), provides a simple, versatile, and clean aesthetic to a streetlight that can be installed in a number of location and configurations. The RAF11 pole (4.5m mounting height) and RAL01 single-mount can be used with a luminaire specifications **to-be-determined (LED pattern, drive current, color temperature, distribution, and lens type)**

Product to be spaced roughly every 50-70ft on Enhanced and Signature streets, and at key intersections and crossing along Standards streets, ensuring not to interfere with tree placement, loading zones, ADA parking, and other priority access areas.

This product requires an Option B approval from [Portland General Electric](#) for lighting owned by the municipality.

STREET DESIGN ELEMENTS

A variety of streetscape furnishings and surfaces can be used throughout the Town Center, which can be used in the Standard, Enhanced and Signature locations to bolster the sense of place, gathering locations, wayfinding, and design unity of the street. The descriptions below and the location-specific designs in the following chapter describe more siting and installation guidance.

BIKE RACKS



The Landscape Forms [Loop](#) (recommended in low-sheen Onyx finish) bicycle parking racks will be installed as part of the public streetscape design and associated with private development to fulfill bicycle parking requirements.

These bicycle racks are suitable in the planting/furnishing (on the sidewalk near the curb) and frontage (on the sidewalk near private property) zones of the streetscape. This specific product is not suitable for in-street Bike Corral parking in locations that might otherwise be vehicle parking; a different product can be used in those locations.

Product Recommendation: Landscape Forms Loop bicycle rack in low-sheen Onyx finish.

BOLLARDS

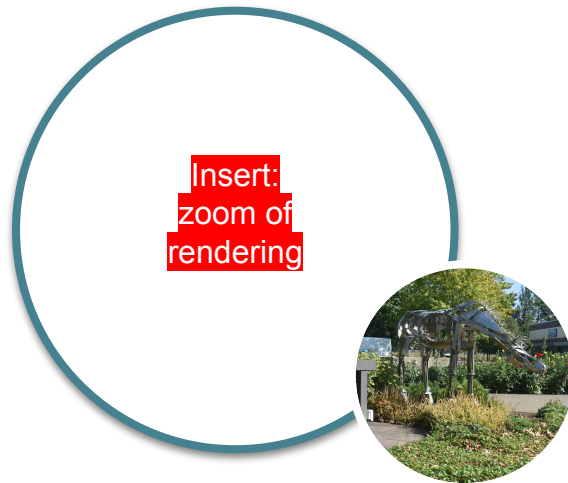


The Streetlife Solid [Quatro](#) bollard may be used selectively to limit or prevent vehicle traffic. This will be applicable at the Promenade location in particular, and other locations around the Town Center (some of which are identified in the Location-specific designs). Bollards will be installed per [Detail No. RD-1195](#), though the exact product specification for in-street will differ and may require a custom detail.

Recommended finishes are the FSC Hardwood and CorTen steel base without LED illumination.

STREET DESIGN ELEMENTS

PUBLIC ART

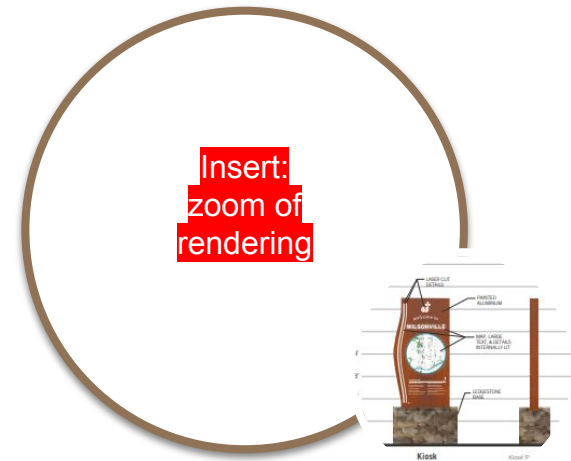


The Streetscape Design Plan does not specify exact art products nor locations for their installation. The street design seeks to provide abundant spaces in furnishing zones, curb extensions, planter beds, and adjoining plazas for a variety of free-standing sculptural, light-based, surface-mounted, and temporary art installations.

Is City seeking standards or guidance for placement of public art, size of installation, etc.?

It's often an entire public program to fund, select, and locate public art.

SIGNAGE AND WAYFINDING



The Town Center's streets and public areas will incorporate wayfinding signage in locations recommends in the [Signage and Wayfinding Plan](#) (details of which are in the Appendix).

These typically include pedestrian navigation, vehicle navigation, and gateway welcoming signs.

STREET DESIGN ELEMENTS

POWDERCOATED IRON TREE GRATES



The Iron Age Designs [Spin](#) model tree grate will add a subtle sense of movement and whimsy to tree plantings in the Signature street locations.

A 4 foot by 4 foot tree grate is recommended in most locations. Other trees may be integrated as part of a larger planter bed or stormwater facility, in which case a tree grate is not used.

The City's current specification for an Urban Accessories tree grate, in [Detail No. 1235](#) is suitable for Standard and Enhanced locations when tree grates are desirable. The Iron Age product may also be substituted Town Center wide if procurement and cost are feasible.

NATURAL STONE



Decorative rocks can be placed in landscape area, stormwater basins, and selectively as seating in certain street and plaza gathering areas. This Plan doesn't specify an exact product, but recommends locally-sources basalt or granite for durability, color selection, and prevention of freeze/thaw cracking.

ADA TACTILE PAD



The Neenah Foundry [Quick Connect](#) cast iron tactile pad adds a functional and attractive detectable surface to Signature street location curb ramps at crosswalks.

In Standard and Enhanced locations, the ADA Solutions [Cast-in-Place Tactile Panel](#) in black color shall be used.

STREET DESIGN ELEMENTS

TRANSIT STOP



SMART Transit uses an Oregon Corrections Enterprises [bus shelter](#) at select stop locations around the network. This product will be suitable for certain higher-volume transit stops in the Town Center and will be integrated into the streetscape design where needed (see the Location-specific design chapter).

Placement of the shelters should provide easy access to bus doors while not interfering with sidewalk or bikeway travel, parked vehicle door swing zones, or entrances to buildings, places, and parks.

Will City specify exact locations of transit stops in each Street Plan location?
On-street versus pullout? Other amenities?

BIKEWAY DESIGN



Most bikeway routes are already identified and facility types provided in the Town Center Plan and subsequent Transportation System Plan 2020 Update. Bikeway varieties include shared-street markings, buffered bikeways, protected cycletracks, and car-free promenade routes.

Buffered bikeways are a commonly-recommended facility, and are depicted in several location-specific designs. The NACTO [Urban Bikeway Design Guide](#) is instructive for routing and marking buffered bikeways. The City's Detail No. [RD-1290](#) provides specific standards for buffered bikeway lane markings.

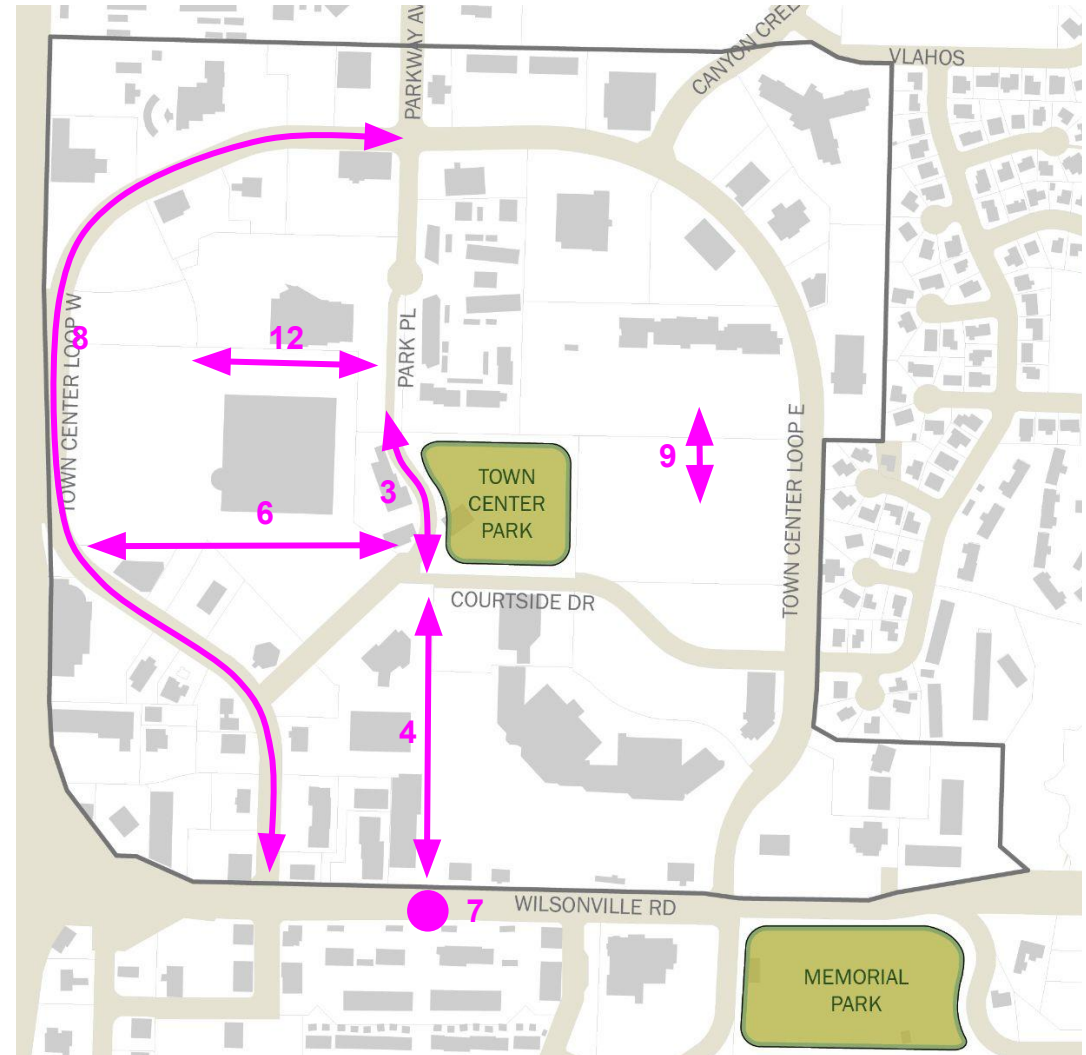
Are there bikeway and transit stop conflicts to resolve?

04 location-specific design

This Plan applies the previous chapter’s design elements locations around the Town Center at a conceptual level. These location-specific studies guide implementation of the streets and identify which level of investment is suitable for each. This map provides a key to those locations, which are further described in the following pages. **The locations provide guidance about design features, placement of elements, and certain specific products - additional design will be necessary before construction.**

- Location IN.3** - Park Place Redesign (Framework)
(Town Center Park to Courtside Drive)
- Location IN.4** - Park Place Extension (Framework)
(Courtside Drive to Wilsonville Road)
- Location IN.6** - Courtside Drive Extension (Framework)
(Park Place East to Town Center Loop West)
- Location IN.7** - Intersection of Wilsonville Road and Park Place
- Location IN.8** - Town Center Loop West
- Location IN.9** - Local Road Network
- Location IN.12** - Promenade (Framework Project)

Other streets not specified in these location designs, but identified in the Town Center Plan, are also candidates to streetscape investment. Those locations could be formally assigned an investment level and design palette at a future date, or the design details can be finalized during development review and influenced by the context of site development, adjoining street compatibility, and the phasing of the street’s construction or improvements.



LOCATION IN.3: PARK PLACE REDESIGN

(Along west side of Town Center Park) (Framework Project)

LOCATION INTRO

Text

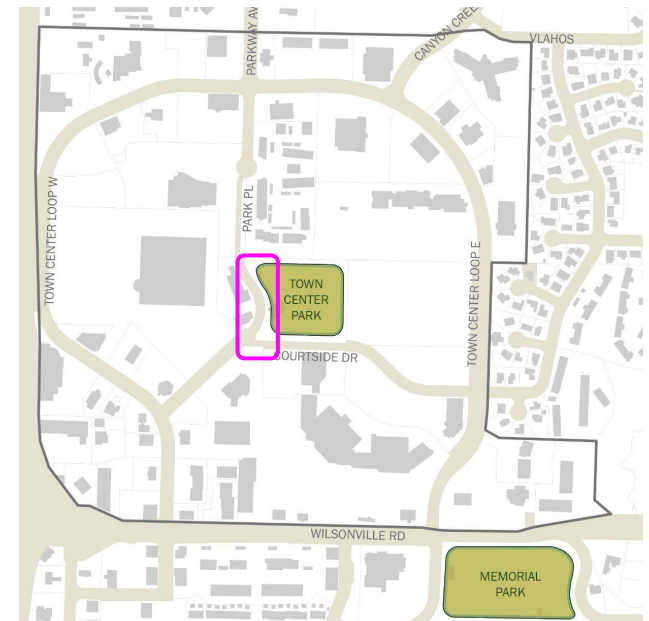
TO BE DRAFTED AND INCLUDED IN CITY COUNCIL 6/21/21 AGENDA

TOWN CENTER PLAN FUNDAMENTALS

- Text
- Text

IMPLEMENTATION BASICS

- Text
- Text



INVESTMENT LEVEL	TBD
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ENHANCED	
STANDARD	

LOCATION IN.3: PARK PLACE REDESIGN

TO BE DRAFTED AND INCLUDED IN CITY
COUNCIL 6/21/21 AGENDA

INSERT RENDERING

LOCATION IN.3: PARK PLACE REDESIGN

TO BE DRAFTED AND INCLUDED IN CITY
COUNCIL 6/21/21 AGENDA

INSERT CROSS SECTION

LOCATION IN.3: PARK PLACE REDESIGN

TO BE DRAFTED AND INCLUDED IN CITY
COUNCIL 6/21/21 AGENDA

INSERT PLAN ILLUSTRATION

LOCATION IN.4: PARK PLACE EXTENSION

(Courtside Drive to Wilsonville Road) (Framework Project)

EXPANDING THE TOWN CENTER "MAIN STREET"

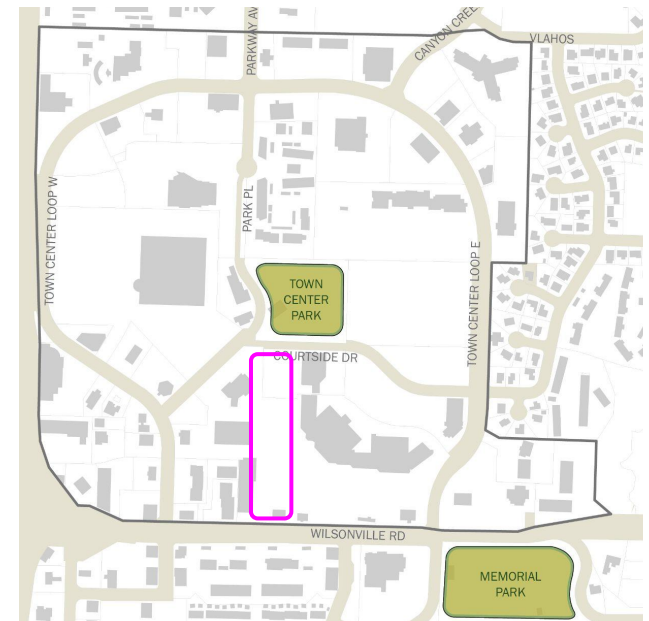
An extension of Park Place through existing parking lots helps complete the walkable, retail-oriented main street through the entire Town Center. Wide sidewalks, shared lanes supporting bicycle travel, and on-street parking support people visiting businesses by many different modes. Abundant landscaping with street trees, planting boxes, and stormwater catchment areas improves the functionality and aesthetic appeal of the street. Importantly, no businesses would be displaced by the alignment of this route.

TOWN CENTER PLAN FUNDAMENTALS

- Framework (high priority) Project
- Walkable, modern main street district with wide sidewalks
- Two travel lanes, shared with bikes
- Street parking / stormwater areas
- Creates new signalized intersection at Wilsonville Road

IMPLEMENTATION BASICS

- New construction street in place of existing parking lot
- Partially funded through public investment and likely to be completed as a single construction project
- Possible stub-outs of intersecting Local Streets
- Limited driveway access from Park Place Extension - emphasize driveway access off intersecting Local Streets
- Connects to a new intersection planned where Park Place meets Wilsonville Road



INVESTMENT LEVEL
SIGNATURE
ENHANCED
STANDARD

LOCATION IN.4: PARK PLACE EXTENSION



1. CURB EXTENSION

- Seating and landscape area
- Traffic calming function

2. SIDEWALK PATTERN

- Used in "main street" areas
- Marks busy activity/retail cores

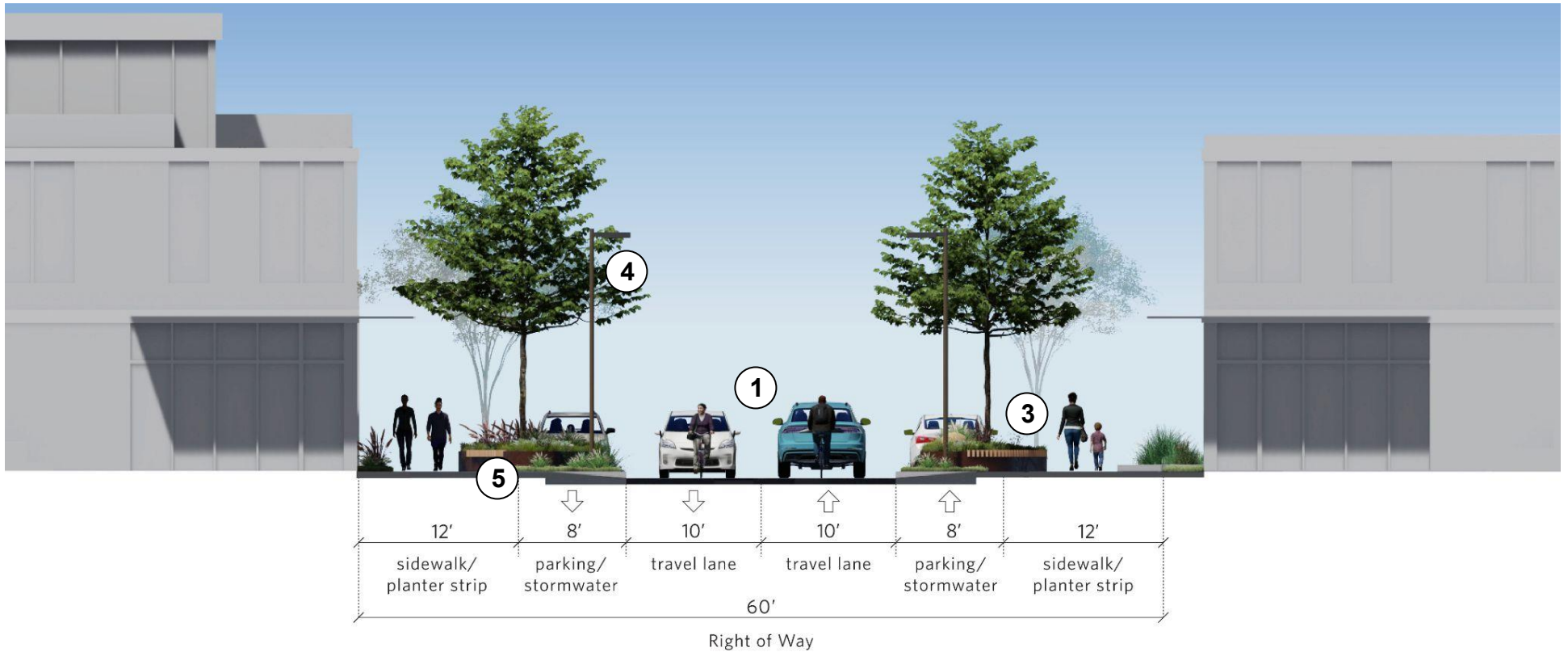
3. CUSTOM SEATING / PLANTING

- Integrated seating and planting area
- Stormwater catchment curb extension

4. BIKE FACILITIES

- Shared-lane marking
- Street traffic calming

LOCATION IN.4: PARK PLACE EXTENSION



1. STREET ZONE

- Bikes and vehicles share street
- On-street parking and parklet options

2. TRANSIT

- No transit routing or stops planned

3. SEATING

- Signature custom seating at corners
- Standard bench in midblock locations

4. LIGHTING

- Standard fixture mounted 40-70 feet on-center along the length of the street

5. CURB EXTENSIONS

- Along the Park Place Extension
- Integrated seating
- Planting bed and stormwater areas

LOCATION IN.4: PARK PLACE EXTENSION



6. CORNER SIDEWALK

- Signature stamped concrete in corner and curb extension area

7. MIDBLOCK SIDEWALK

- Signature stamped concrete - option for a simplified pattern compared to corner sidewalk

8. CROSSWALKS

- Signature stamped concrete
- CorTen pads
- Intersection and midblock locations

9. LANDSCAPE

- Trees roughly 35ft spacing
- Planter areas in curb extensions and building frontages

10. STORMWATER

- Stormwater catchment in curb extensions and midblock locations

LOCATION IN.6: COURTSIDE DRIVE EXT.

(Park Place East to Town Center Loop West) (Framework Project)

LOCATION INTRO

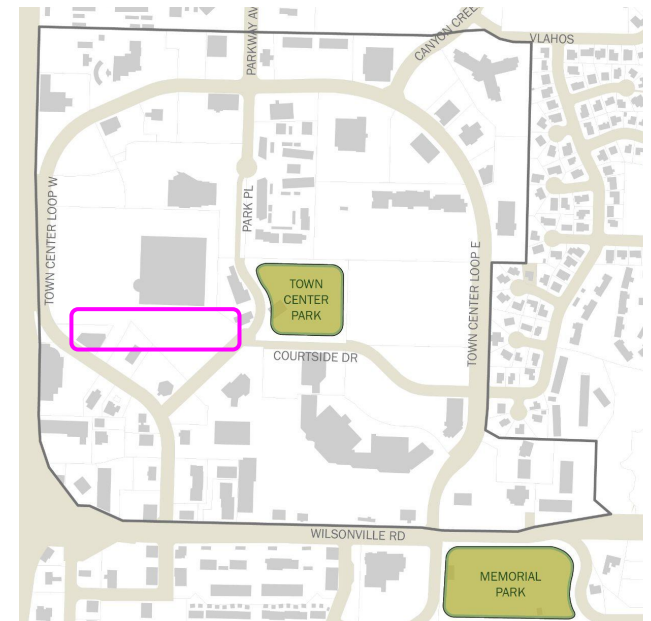
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TOWN CENTER PLAN FUNDAMENTALS

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IMPLEMENTATION BASICS

- Text
- Text



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LOCATION IN.6: COURTSIDE DRIVE EXT.

ADDITION CONTENT FORTHCOMING
AFTER 6/21/21 CITY COUNCIL REVIEW

- Descriptive text
- Cross Section
- Plan illustration
- Possible rendering

LOCATION IN.7: PARK PL / WILSONVILLE RD

(New intersection design)

LOCATION INTRO

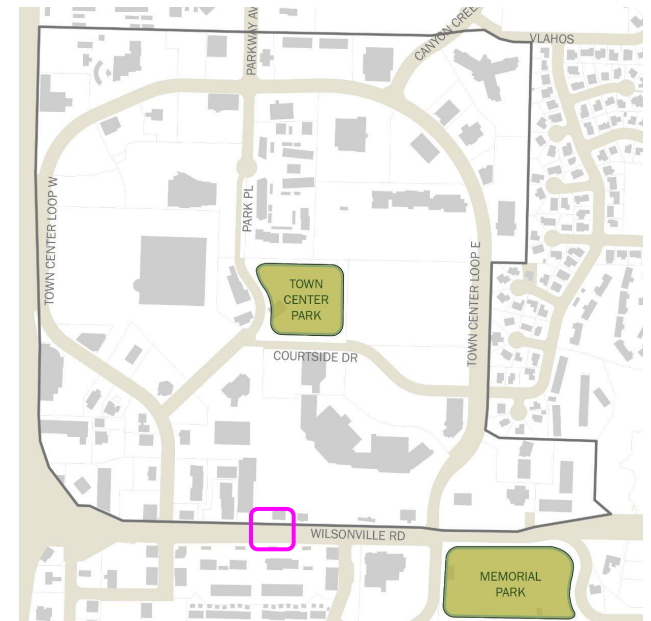
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TOWN CENTER PLAN FUNDAMENTALS

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IMPLEMENTATION BASICS

- Text
- Text



INVESTMENT LEVEL	TBD
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LOCATION IN.7: PARK PL / WILSONVILLE RD

ADDITION CONTENT FORTHCOMING
AFTER 6/21/21 CITY COUNCIL REVIEW

- Descriptive text
- Cross Section
- Plan illustration
- Possible rendering

LOCATION IN.8: TOWN CENTER LOOP WEST

(Wilsonville Road to Parkway Ave - this location selected near I-5 Bridge)

LOCATION INTRO

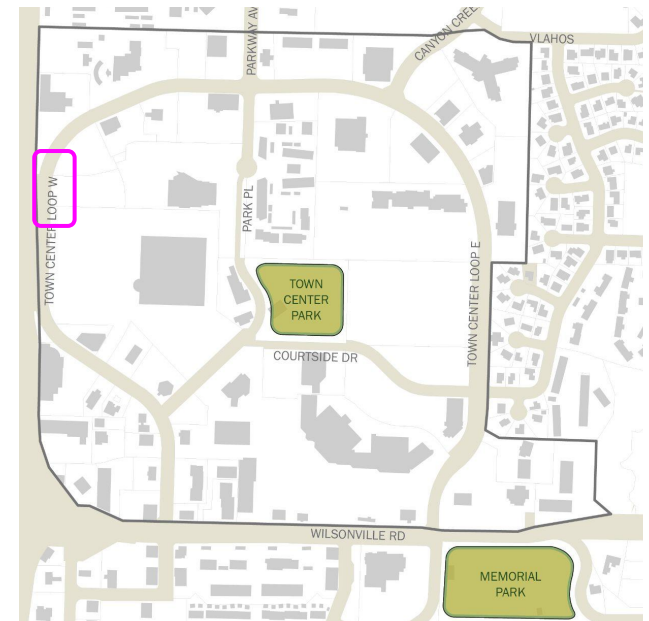
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TOWN CENTER PLAN FUNDAMENTALS

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- Text

IMPLEMENTATION BASICS

- Text
- Text



INVESTMENT LEVEL	TBD
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LOCATION IN.8: TOWN CENTER LOOP WEST

ADDITION CONTENT FORTHCOMING
AFTER 6/21/21 CITY COUNCIL REVIEW

- Descriptive text
- Cross Section
- Plan illustration
- Possible rendering

LOCATION IN.9: LOCAL STREET

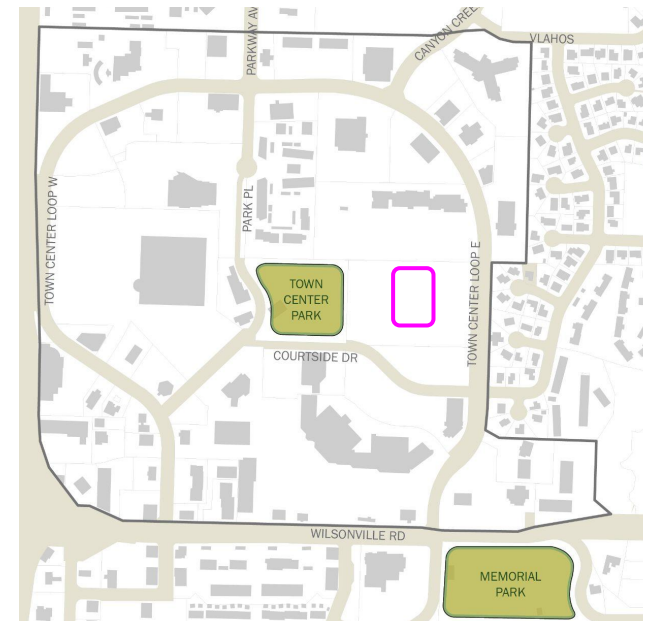
(Typical, non-specific location)

EXPANDING THE TOWN CENTER “MAIN STREET”

New development and a finer-grained block structure in the Town Center includes new Local Streets. These streets will be constructed as part of private development and will generally include wide sidewalks with street trees, vehicle travel lanes, and on-street parking with stormwater catchment or buffered bikeways (as illustrated).

TOWN CENTER PLAN FUNDAMENTALS

- A network of new local streets providing multimodal access to sites and defining a smaller block grid of under 400’
- Local streets connect to the existing network and often route through locations of existing parking lots
- The 60’ right-of-way accommodates two vehicle lanes, on-street parallel parking, stormwater and landscape, and wide sidewalk areas.
- Other design options include buffered bikeways instead of parking or Woonerf-style shared, slow-traffic roadways that allow more space for pedestrian movement and gathering. (See the Town Center Plan Appendix D)

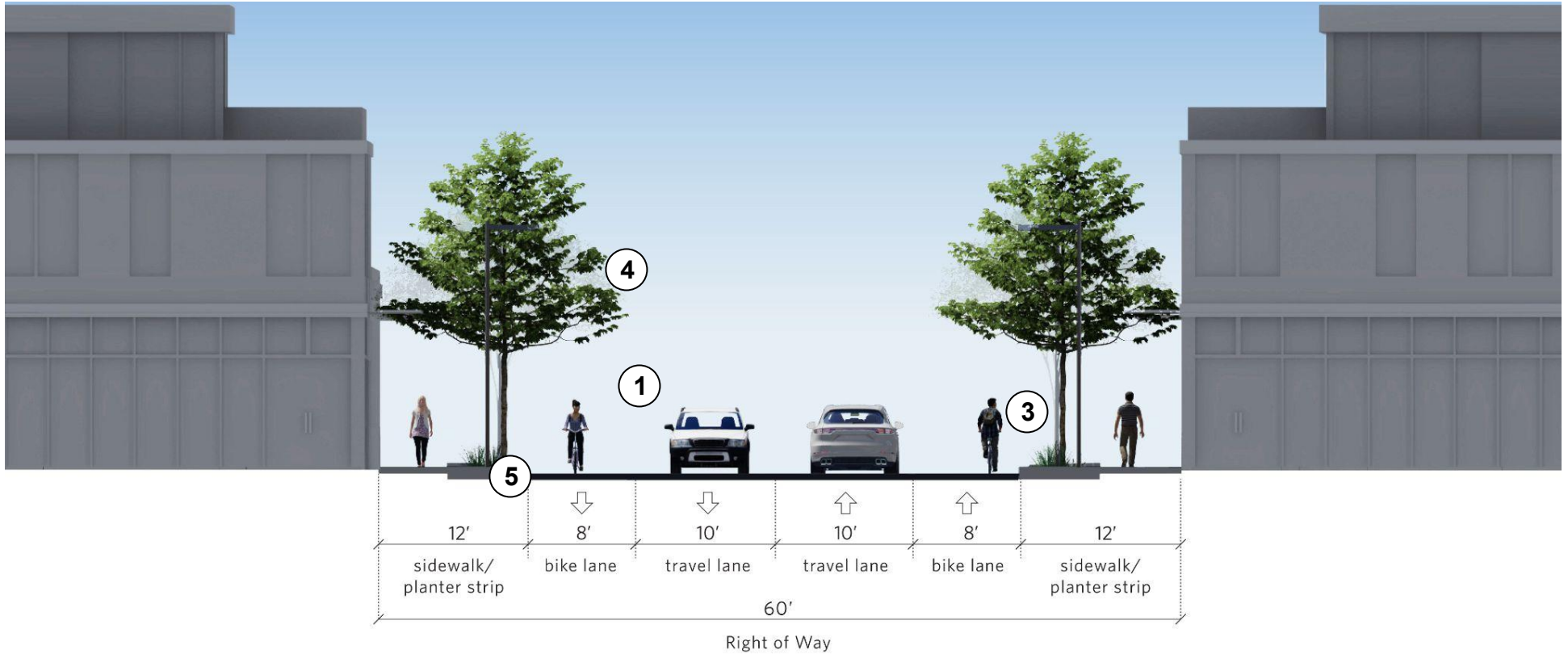


IMPLEMENTATION BASICS

- Constructed as part of private development, with private landowner assuming the majority of costs
- Requires new right-of-way designation and dedication

INVESTMENT LEVEL	TBD
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LOCATION IN.9: LOCAL STREET



1. STREET ZONE

- Buffered bikeway in each direction (potential for protective features)
- One vehicle lane each direction

2. TRANSIT

- No transit routing or stops planned

3. SEATING

- Standard bench in suitable corner and midblock locations (note: no curb extensions)

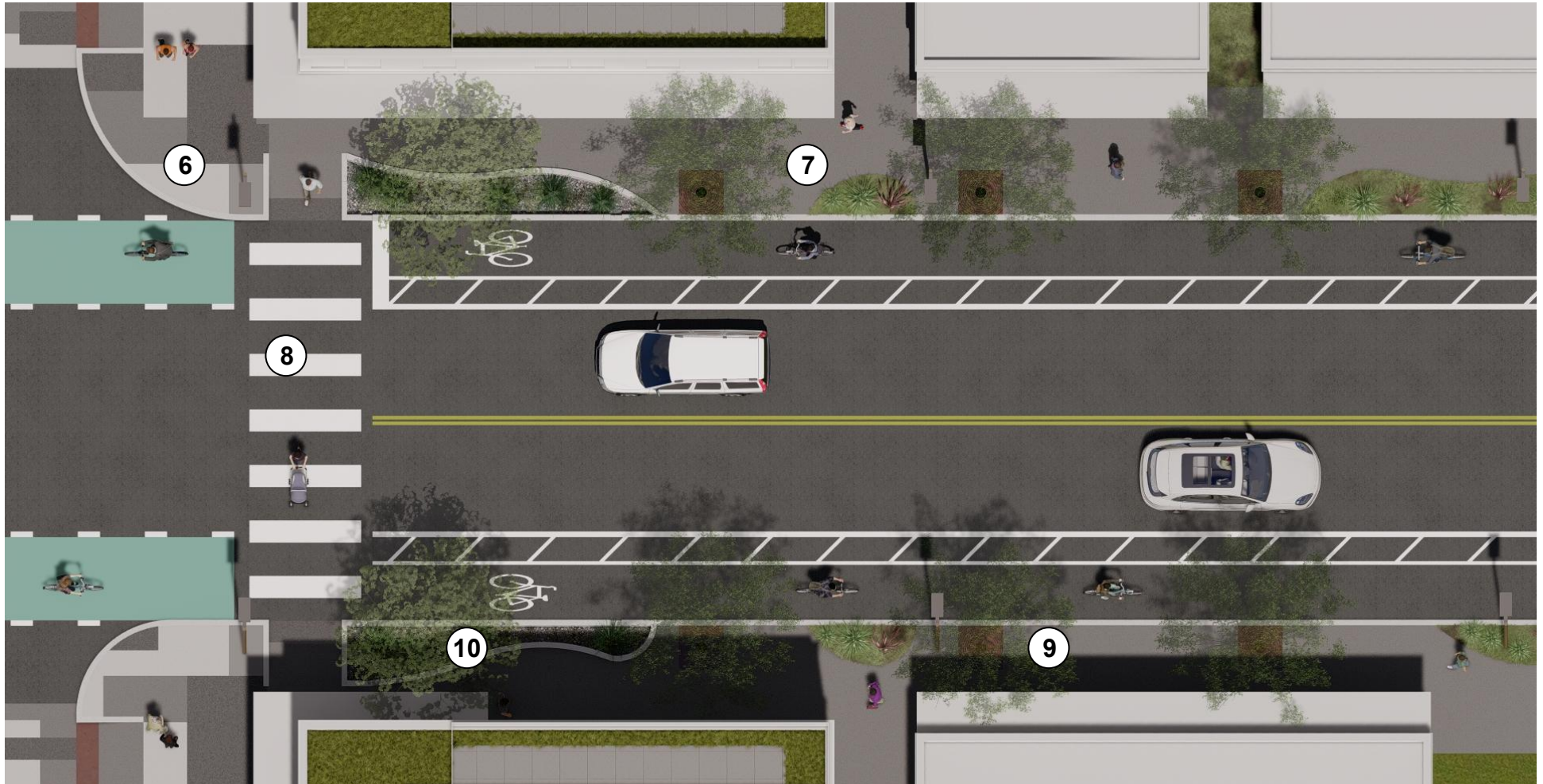
4. LIGHTING

- Standard fixture mounted at corners, high volume driveways, and midblock crossings

5. CURB EXTENSIONS

- No curb extensions in concept with bike lanes
- Curb extensions possible if no bike lanes

LOCATION IN.9: LOCAL STREET



6. CORNER SIDEWALK

- Standard concrete pattern, except where intersecting Signature street (where stamp pattern wraps, as shown)

7. MIDBLOCK SIDEWALK

- Standard concrete pattern
- Option for furnishing zone paver strip if seeking Enhanced element

8. CROSSWALKS

- Staggered Continental ("zebra stripe") pattern

9. LANDSCAPE

- Trees roughly 35ft spacing
- integrated or movable planters in furnishing or frontage zone

10. STORMWATER

- May be built into curb edge of sidewalk and other locations deemed necessary and fitting

LOCATION IN.12: PROMENADE

(Park Ave westward towards I-5 Bridge) (Framework Project)

LOCATION INTRO

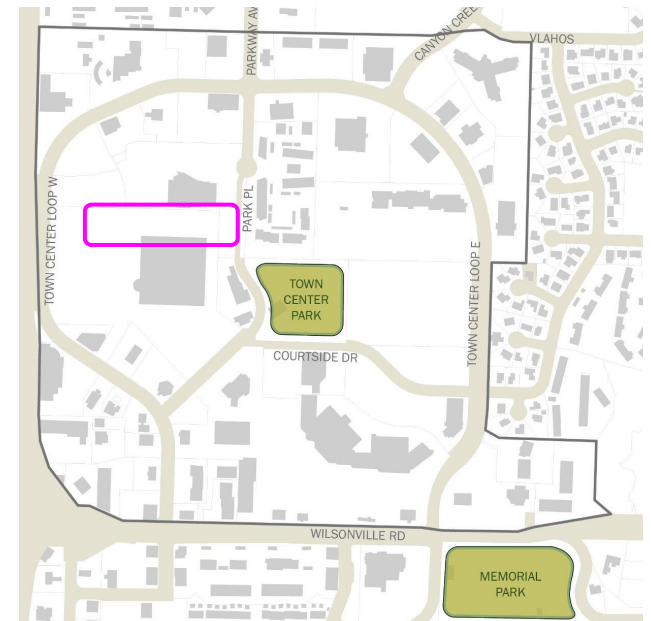
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TOWN CENTER PLAN FUNDAMENTALS

- Text
- Text

IMPLEMENTATION BASICS

- Text
- Text



INVESTMENT LEVEL	TBD
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STANDARD	

ADDITION CONTENT FORTHCOMING
AFTER 6/21/21 CITY COUNCIL REVIEW

- Descriptive text
- Cross Section
- Plan illustration
- Possible rendering

appendices

Appendix A. Preliminary Concepts Summary

Appendix B. Public Involvement Summary

Appendix C. Transportation System Plan 2020 Update Summary

Appendix D. Signage and Wayfinding Plan Summary

Appendix E. Urban Forestry Management Plan Summary

Appendix F. Product and Material Specification Sheets